

BookletChart™

Chandeleur and Breton Sounds

NOAA Chart 11363

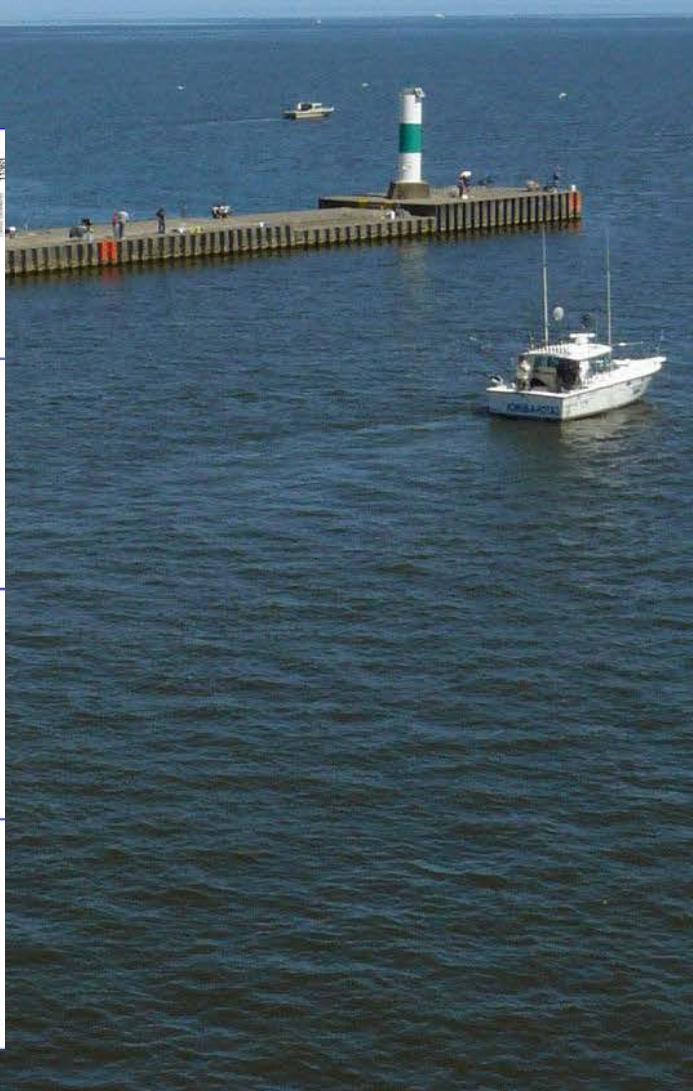
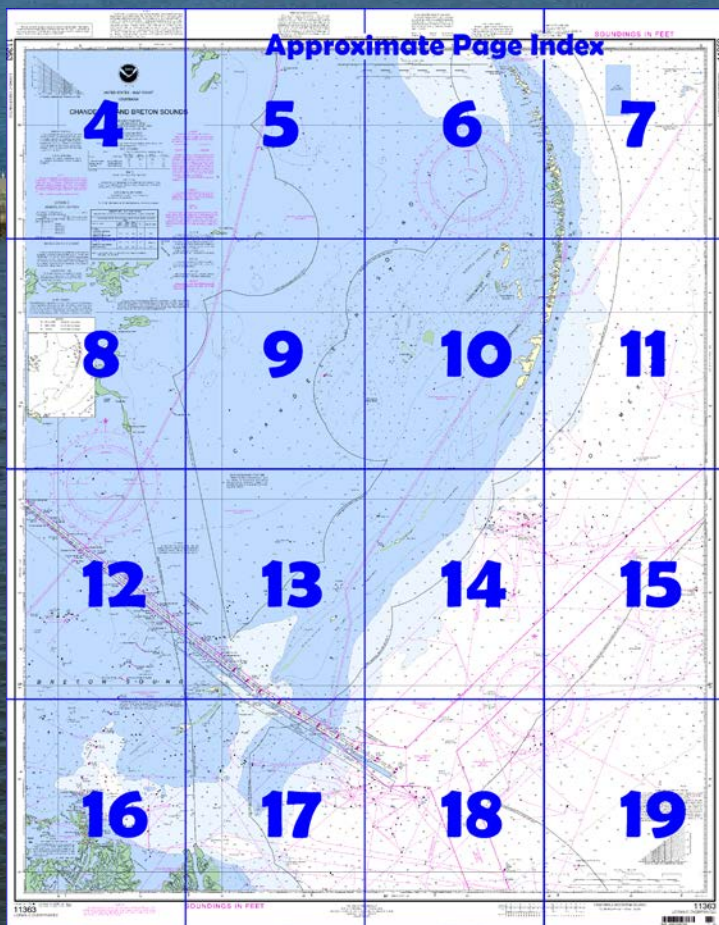


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

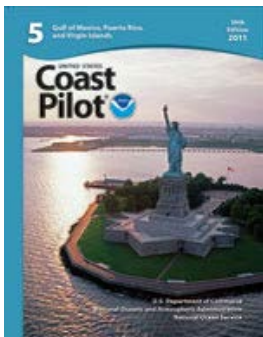
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11363>



[Coast Pilot 5, Chapter 9 excerpts]
Mississippi River empties into the N central part of the Gulf of Mexico through a number of mouths or passes which, taken together, form the delta of the river. The river and its tributaries form the largest network of navigable waters in the world. The two principal passes, South Pass and Southwest Pass, are about 1,600 nautical miles from New York, 500 nautical miles from Key West, 300 nautical miles E of Galveston, and 440 nautical miles E of

Corpus Christi. The river is the access to the Ports of New Orleans and Baton Rouge, and the numerous cities in the central part of the United States located in the Mississippi River Valley and along its tributaries, the

Ohio, Missouri, Red, Tennessee, and other rivers flowing into it. From the mouth, at the entrance to Southwest Pass, it is about 1,840 miles to Minneapolis, 1,960 miles to Pittsburgh, 1,680 miles to Knoxville, and 1,530 miles to Chicago via the Illinois Waterway.

New Orleans can also be reached by the more direct deep-draft route through the Mississippi River-Gulf Outlet Canal, about 30 miles N of South Pass. The outlet canal extends from deepwater in the Gulf to the junction with the Inner Harbor Navigation Canal at New Orleans.

The shape of the delta is somewhat like the foot of a bird, with its four toelike extensions protruding into the Gulf. The passes consist of narrow-banked deposits of sand and clay brought down by the river current which continuously adds them to the seaward margins of the delta. In this manner the delta is being built seaward at an estimated average rate of 300 feet a year. Numerous bays between the passes are changing through wave and tidal action and filling up

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Mississippi River-Gulf Outlet Canal is a 66-mile-long deepwater channel that extends NW from deep water in the Gulf of Mexico to the Inner Harbor Navigation Canal at New Orleans.

Chandeleur Sound and **Breton Sound** lie S of Mississippi Sound and N of the Mississippi River Delta; no clear line of demarcation lies between them.

Chandeleur Islands, forming the E boundary of Chandeleur Sound, comprise a narrow, crescent-shaped chain of low islands starting 10 miles S of Ship Island and continuing in a general S-by-W direction for a distance of 20 miles. SW from these islands are **Curlew Island**, **Grand Gosier Islands**, and **Breton Islands**. The Breton Islands mark the E limit of Breton Sound. Chandeleur Sound offers smoother water than the passage E of the islands to shallow-draft vessels bound from Mississippi Sound to Mississippi River.

An unmarked sunken wreck is about 1.9 miles SSW of Old Harbor Island Shoal, in about 29°42.5'N., 89°03.0'W.

The lock at the S end of **Ostrica Canal** is 247 feet long and 40 feet wide with a depth of 10 feet over the sills. The lock operates 24 hours a day. Red and green traffic lights at each end of the lock should be obeyed by all vessels waiting to enter the lock. The lock foreman can be contacted on VHF-FM channel 16 and uses channel 10 as a working frequency.

The W shore of Breton Sound consists of a network of marshy islands separated by shallow bayous and bays. The land is so low that extremely high tides will submerge it in some sections nearly to the banks of the Mississippi River. Of the several shallow canals leading from the S part of Breton Sound to the river bank, only the Ostrica Canal and Baptiste Collette Bayou lead into the river.

The entrance to Bayou Terre aux Boeufs, on the NE side of Black Bay, is marked by lights and daybeacons. In October 1994, the controlling depth was 5 ½ feet up the bayou to Delacroix; local knowledge is advised.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC New Orleans

Commander

8th CG District (504) 589-6225

New Orleans, LA

Table of Selected Chart Notes

Corrected through NM Feb. 02/13
Corrected through LNM Jan. 22/13

HEIGHTS

Heights in feet above Mean High Water.

NOTE B

Colregs Demarcation Lines follow the general trend of the seaward high water line except where charted.

5

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE D

(see note)

BAPTISTE COLLETTE BAYOU FIR

The controlling depth in the bar channel was 5 feet for a width of 250 feet to 29°21'44"N, 89°18'08"W, thence 10 feet for a width of 150 feet to 29°20'00"N, 89°18'30"W, thence 14 feet for a width of 150 feet to the junction with the Mississippi River.

Apr 1997 - Nov 2012

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Buras, LA WXL-41 162.475 MHz
Gulfport, MS KIH-21 162.40 MHz

For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.746" northward and 0.168" westward to agree with this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Mercator Projection
Scale 1:80,000 at Lat. 29°47'
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETTIC SYSTEM 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION

| PLACE | | Height referred to datum of soundings (MLLW) | | |
|------------------|---------------------|--|-----------------|----------------|
| NAME | (LAT/LONG) | Mean Higher High Water | Mean High Water | Mean Low Water |
| | | feet | feet | feet |
| Chandeleur Light | (30°03' N/88°52' W) | 1.2 | --- | --- |
| Breton Islands | (29°30' N/89°10' W) | 1.4 | 1.4 | --- |
| Jack Bay | (29°22' N/89°21' W) | 1.4 | 1.2 | --- |

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jan 2013)

11363

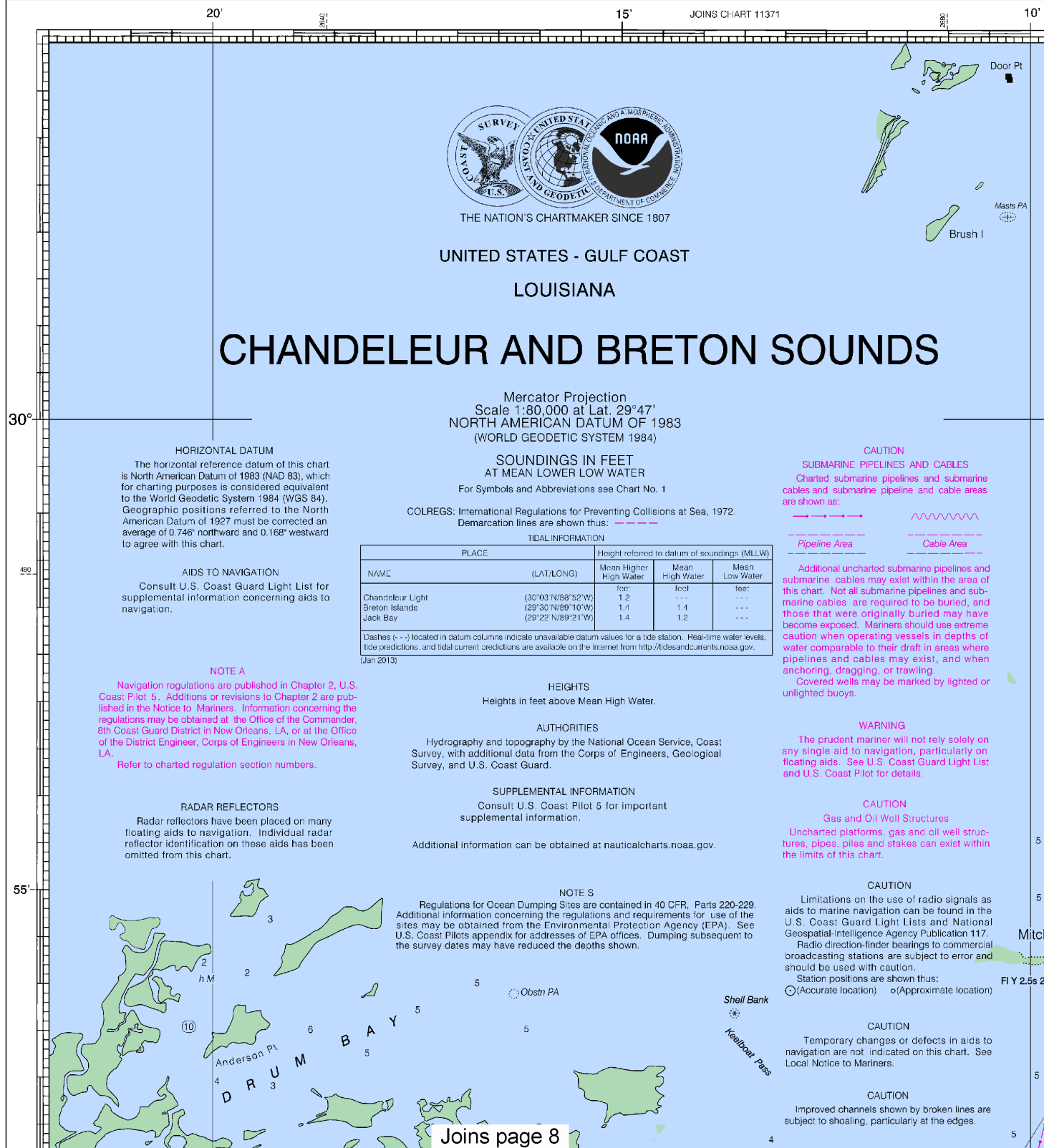
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

PRINT-ON-DEMAND CHART

NOAA and its partner, OceanGrafix, updated weekly by NOAA for Notices to critical corrections. Charts are printed with Print-on-Demand technology. New Editions weeks before their release as traditional NOAA chart agent about Print-on-Demand charts or <http://ocsdna.nod.noaa.gov/idsr/nd> or <http://www.OceanGrafix.at-1-877-56CHART> or <http://www>



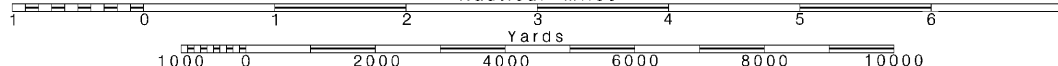
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

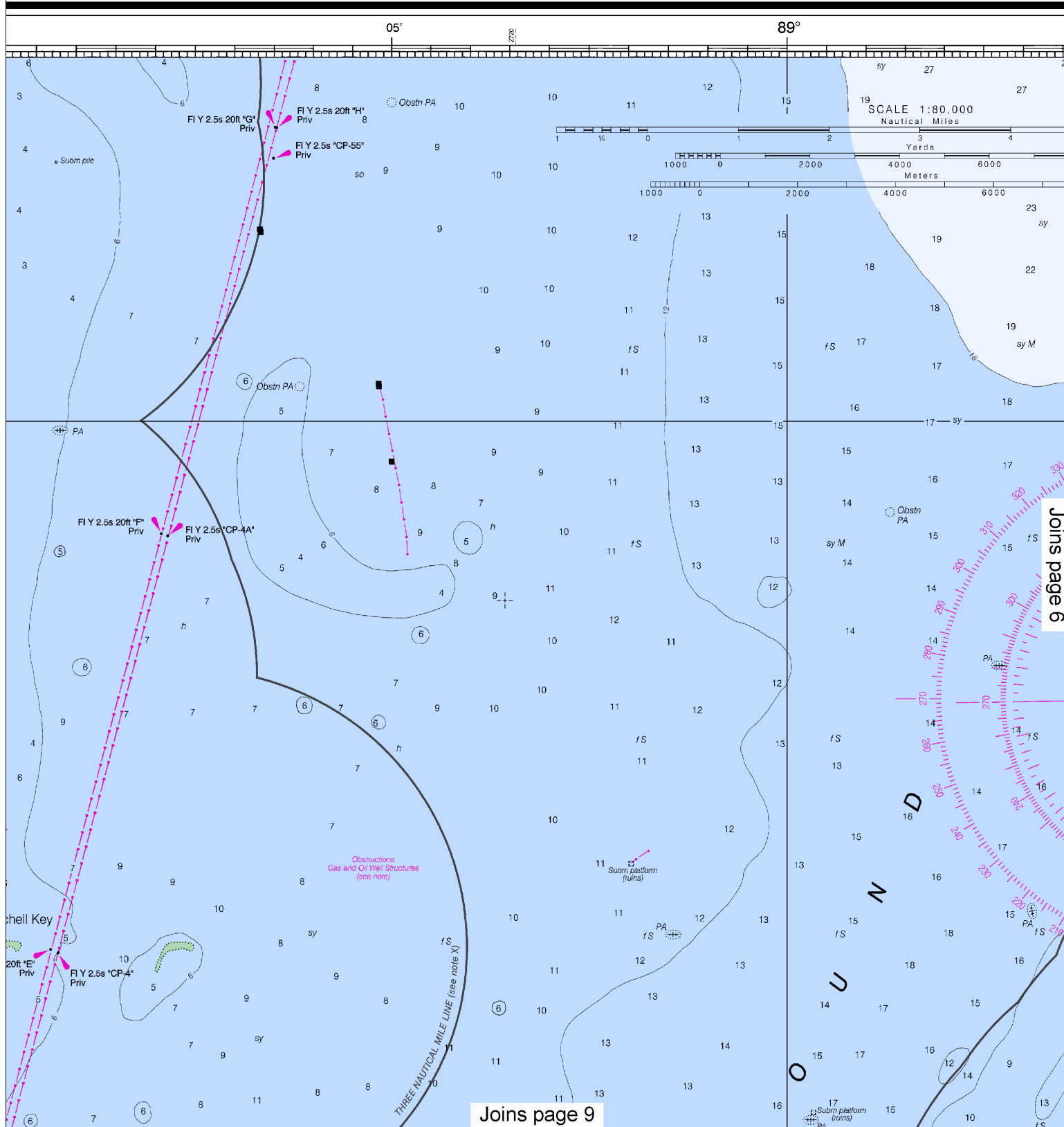
See Note on page 5.



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to Mariners and
then ordered using
s are available 2-8
AA charts. Ask your
r contact NOAA at
inquiry.aspx, or
w.oceangrafix.com.

considerable damage to frame structures, aids to navigation and moored
vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual
conditions following these storms. Fixed aids to navigation may have been
damaged or destroyed. Buoys may have been moved from their charted
positions, damaged, sunk, extinguished or otherwise made inoperative.
Mariners should not rely upon the position or operation of an aid to
navigation. Wrecks and submerged obstructions may have been displaced
from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to
report aids to navigation discrepancies and hazards to navigation to the
nearest United States Coast Guard unit.

Formerly C&GS 1270, 1st Ed., Feb. 1924 G-1947-693 KAPP 55



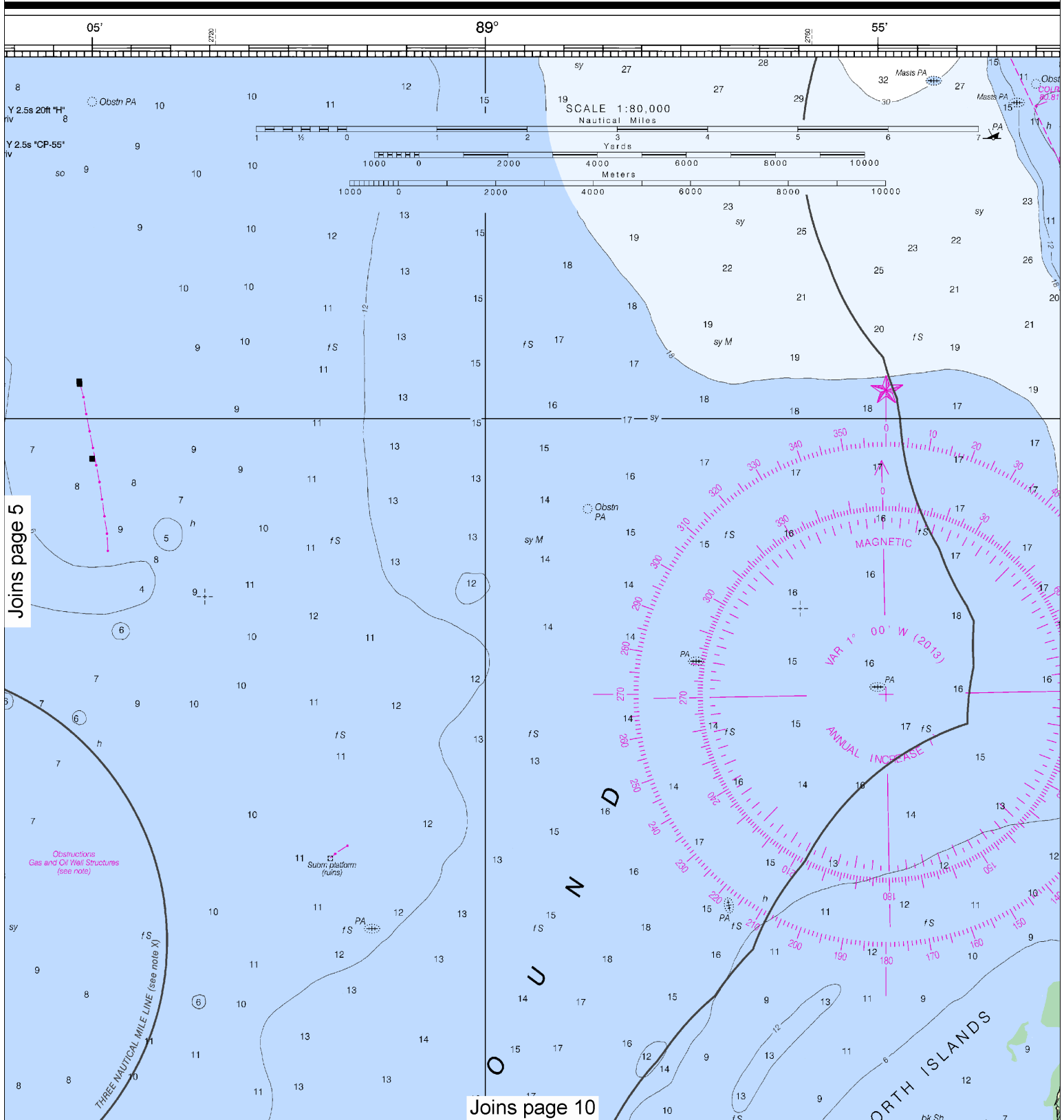
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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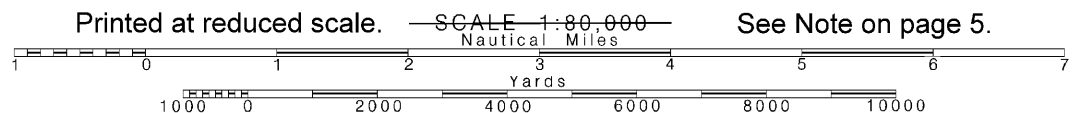
NOAA WEATHER RADIO
 The NOAA Weather Rad
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 nautical miles from the anten
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 high elevations.

Buras, LA WXL-41
 Gulfport, MS KIH-21



6

Note: Chart grid lines are aligned with true north.



BROADCASTS
 Radio stations listed
 weather broadcasts
 typically 20 to 40
 nautical miles, but can be
 miles for stations at

POLLUTION REPORTS

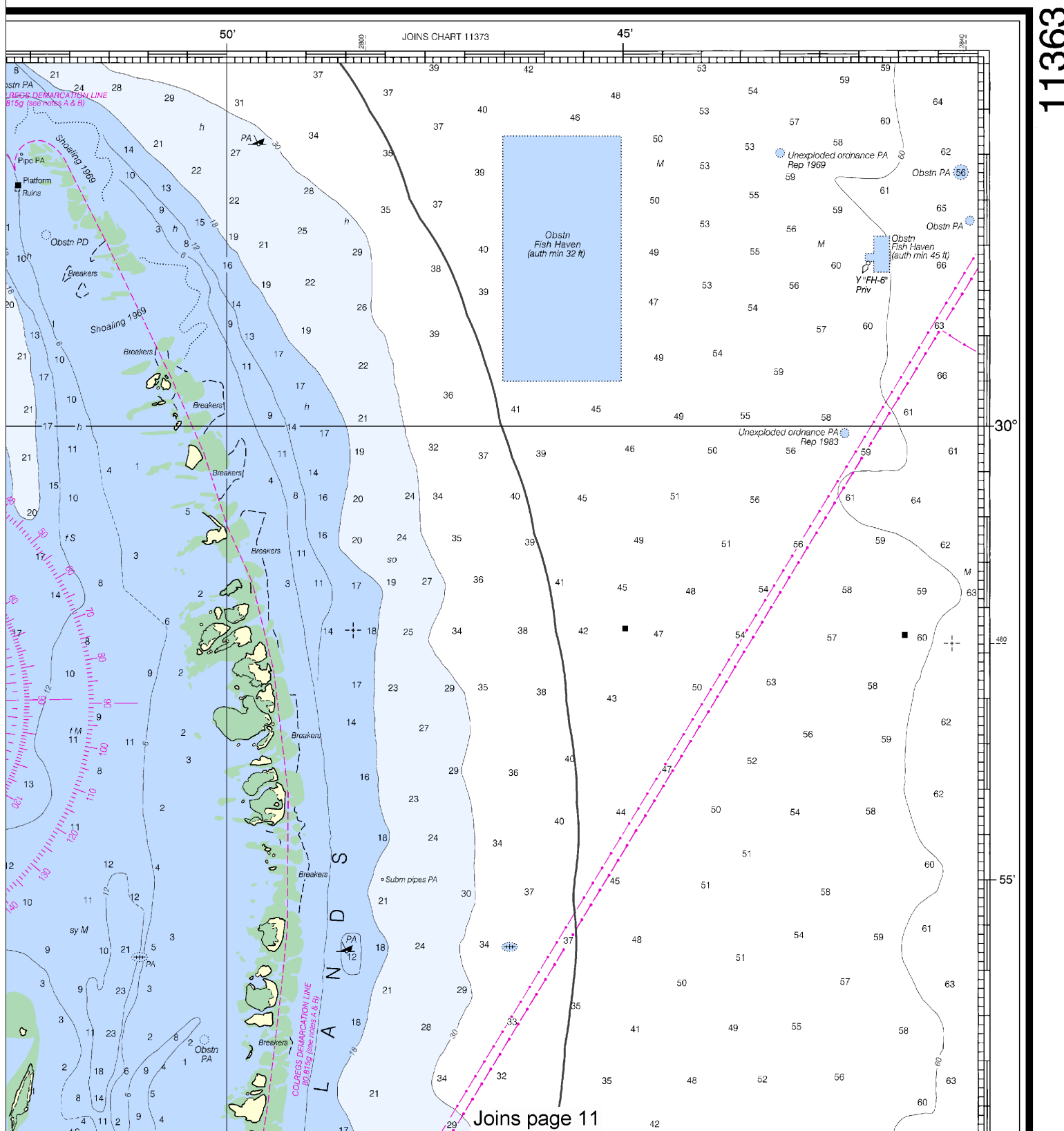
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

PLANE COORDINATE GRID

(based on NAD 1927)

The Louisiana State Grid, south zone, is indicated by dashed ticks at 40,000 foot intervals thus: ---
 The last three digits are omitted.

SOUNDINGS IN FEET



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,
 NGA Weekly Notice to Mariners: 0613 2/9/2013,
 Canadian Coast Guard Notice to Mariners: n/a.

7

broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

FLY 2.5s 20

CAUTION

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CAUTION

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NOTE B

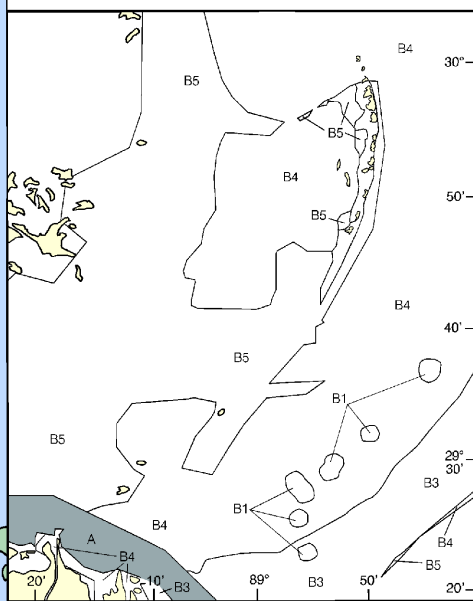
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SOURCE

| | | | |
|----|-----------|-------------|-------------------------|
| A | 1990-2009 | NOS Surveys | Full bottom coverage |
| B1 | 1990-2007 | NOS Surveys | Partial bottom coverage |
| B3 | 1940-1969 | NOS Surveys | Partial bottom coverage |
| B4 | 1900-1939 | NOS Surveys | Partial bottom coverage |
| B5 | Pre-1900 | NOS Surveys | Partial bottom coverage |



Joins page 5

Joins page 10

Joins page 13

• *Obstn PA*

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

Printed at reduced scale. — SCALE 1:80,000 — See Note on page 5.

Nautical Miles

Yards

10 Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 See Note on page 5.

Nautical Miles

Yards

Printed at reduced scale. — SCALE 1:80,000 — See Note on page 5.

Nautical Miles

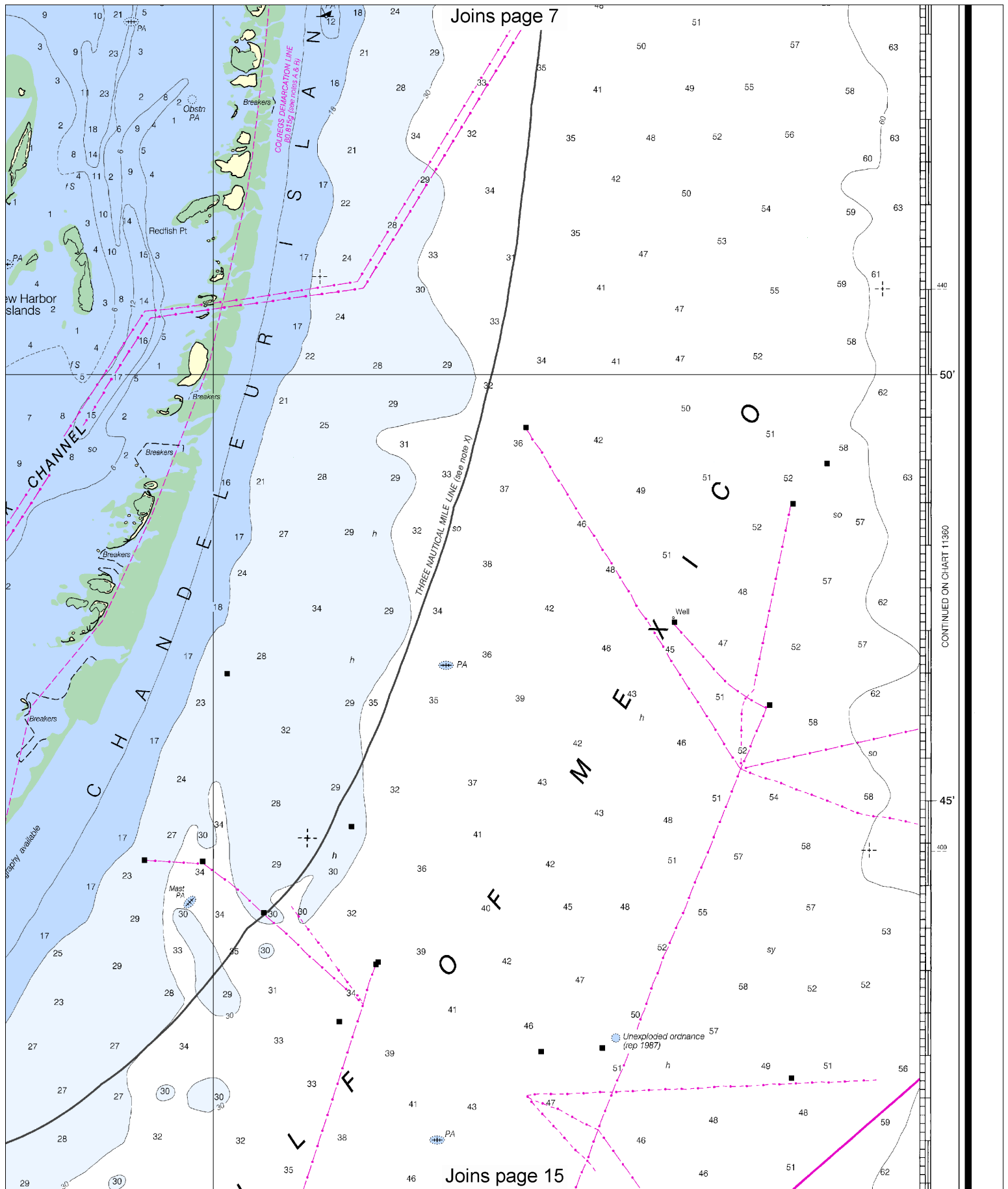
Yards

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Nautical Miles

Yards

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Obstructions
Gas and Oil Well Structures
(see note)

Obstr PA
(see note A)

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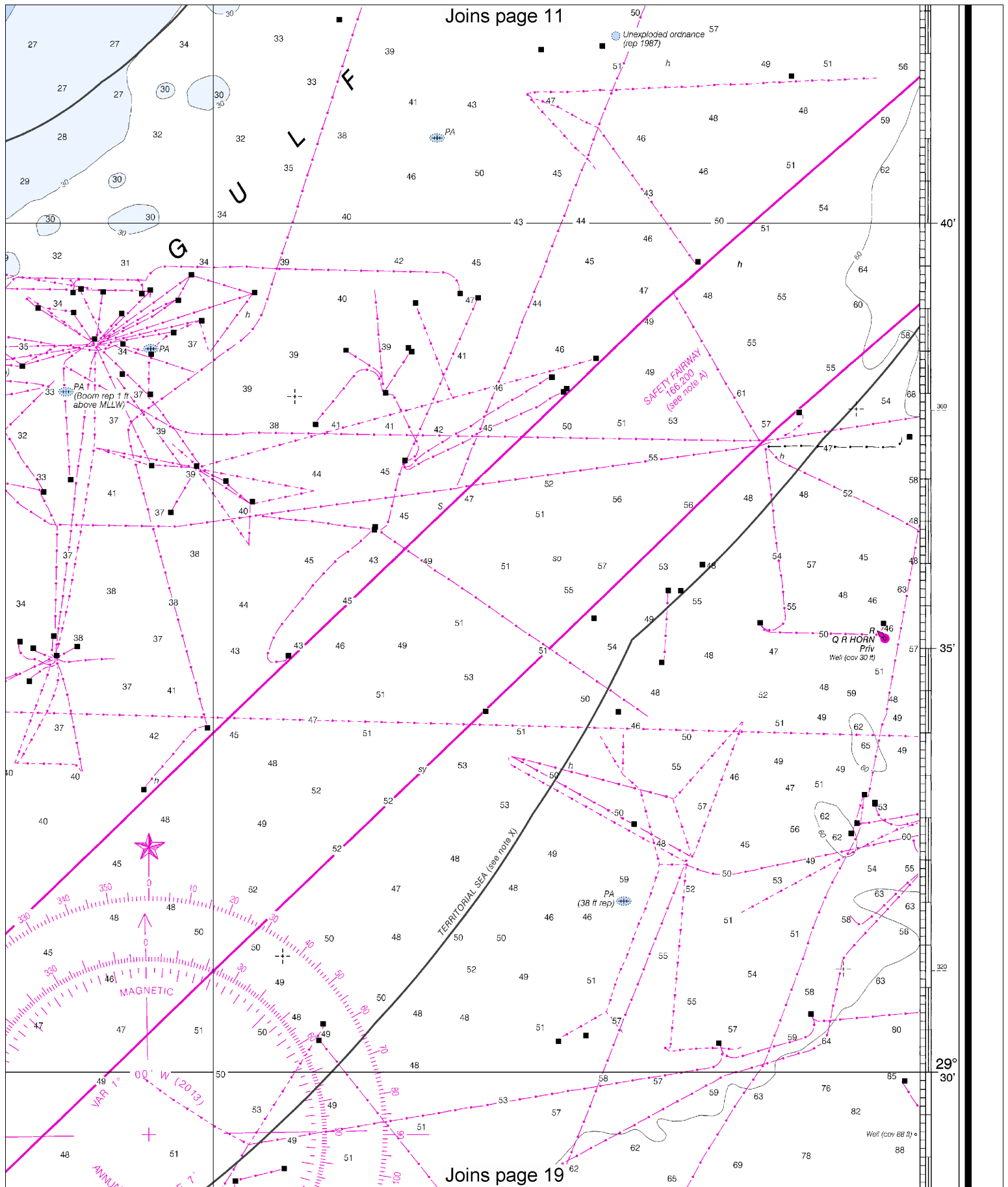
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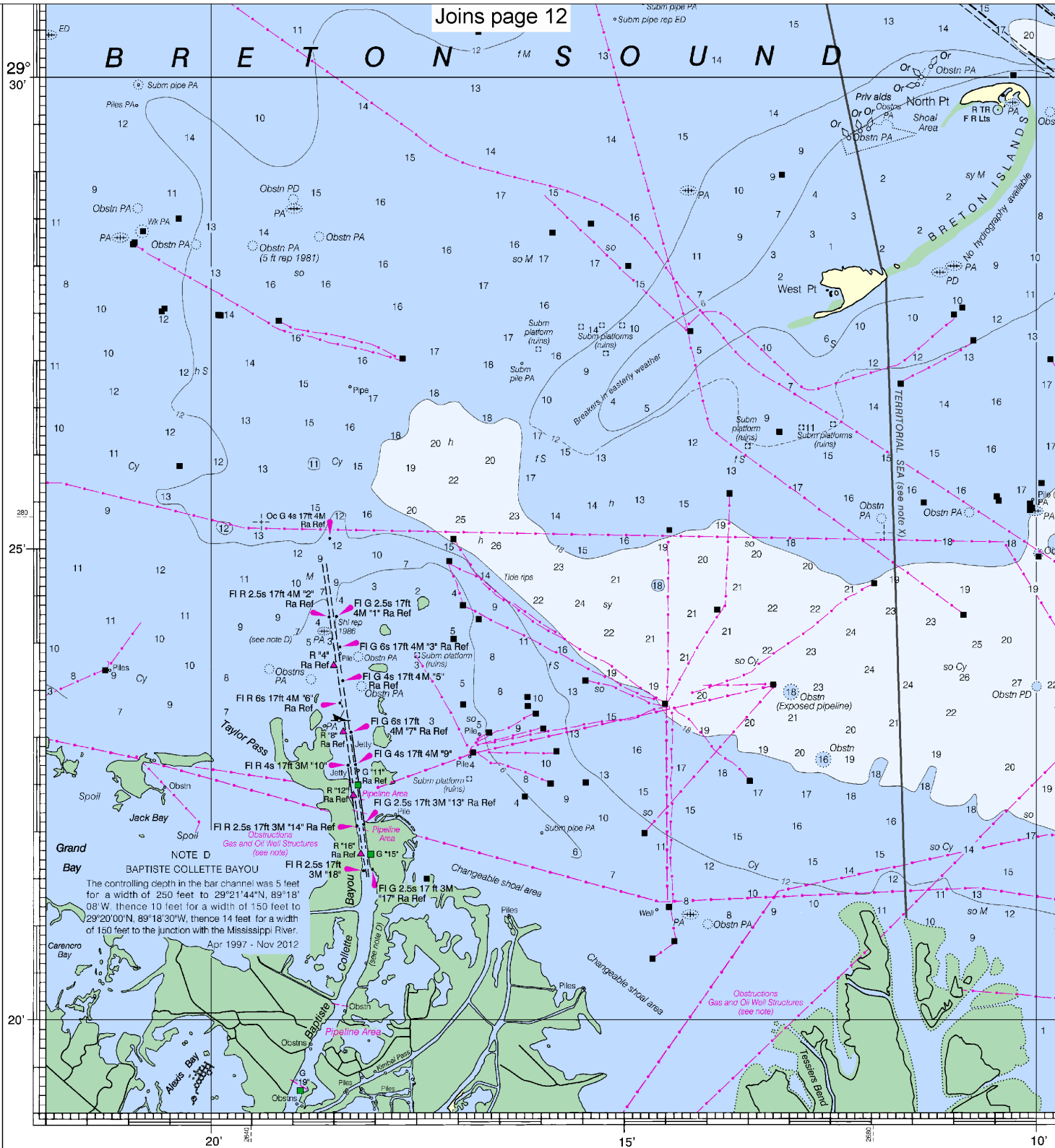
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Joins page 12



44th Ed., Feb./ 13 ■ Corrected through NM Feb. 02/13
Corrected through LNM Jan. 22/13

11363

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FE

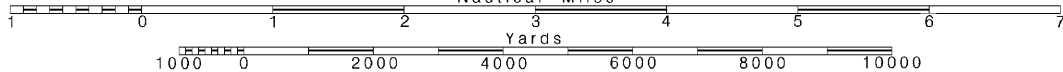
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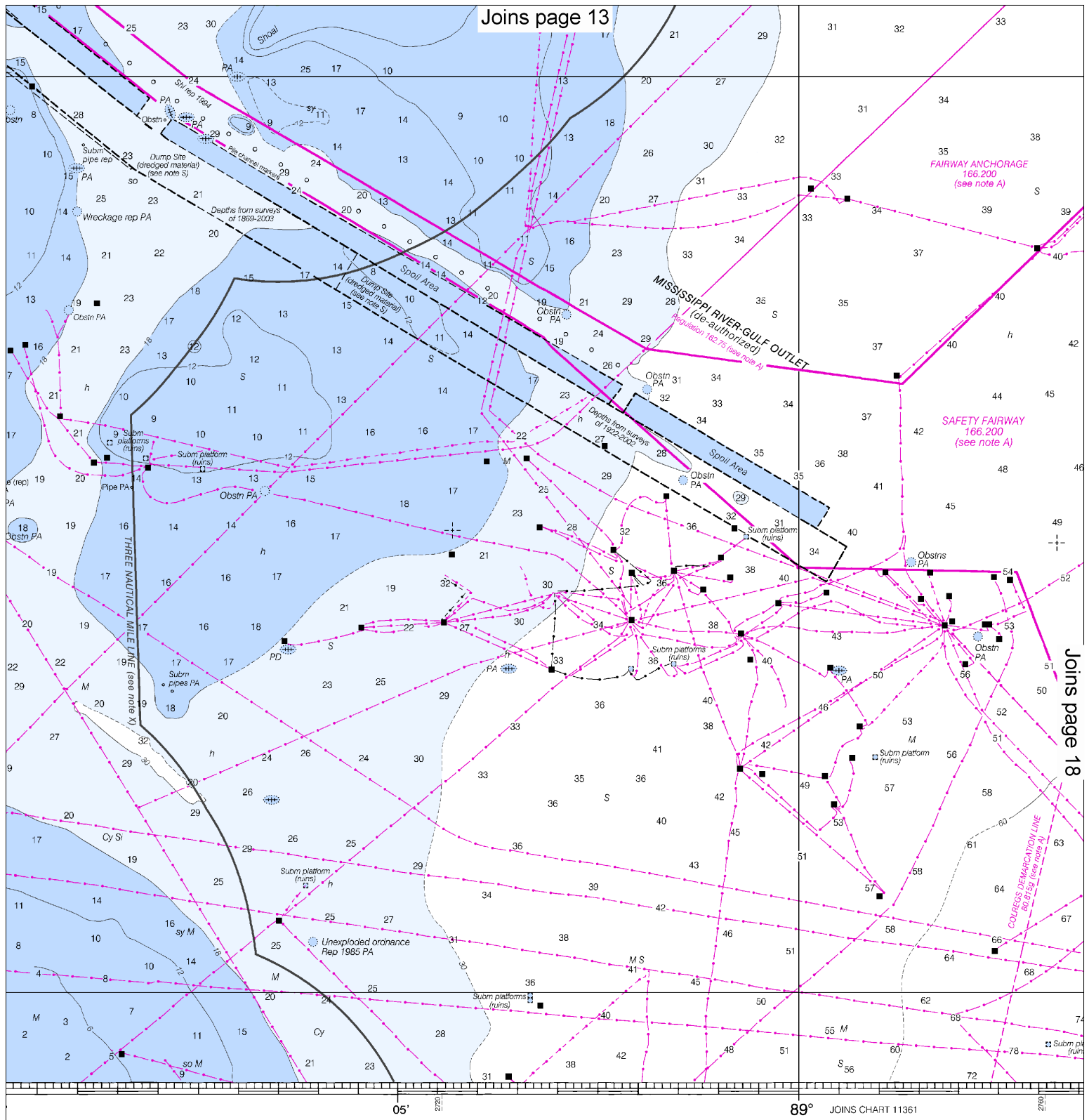
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

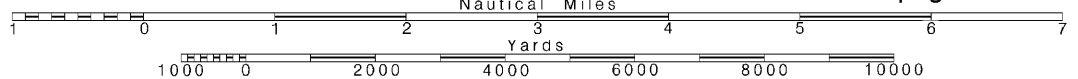
See Note on page 5.

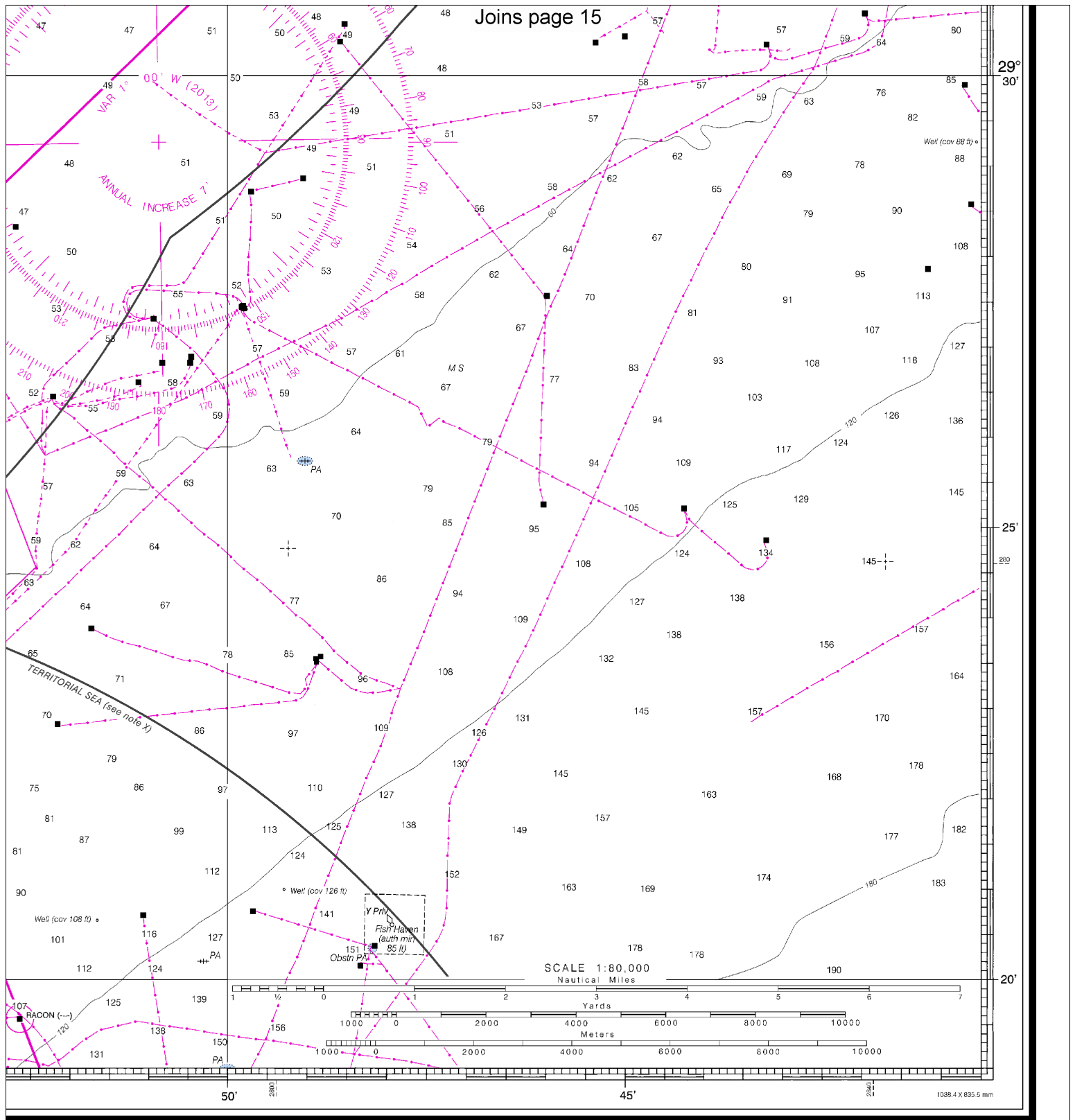




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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

See Note on page 5.





| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |
| METERS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |

Chandeaur and Breton Sounds SOUNDINGS IN FEET - SCALE 1:80,000

11363

NSN 7642014010189
NGA REFERENCE NO. 11BC011363

ED. NO. 44



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

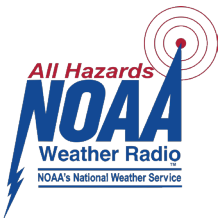
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

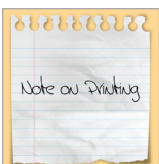
<http://www.nws.noaa.gov/nwr/>

Quick References

| | | |
|---|---|---|
| Nautical chart related products and information | — | http://www.nauticalcharts.noaa.gov |
| Online chart viewer | — | http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html |
| Report a chart discrepancy | — | http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx |
| Chart and chart related inquiries and comments | — | http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs |
| Chart updates (LNM and NM corrections) | — | http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html |
| Coast Pilot online | — | http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm |
| Tides and Currents | — | http://tidesandcurrents.noaa.gov |
| Marine Forecasts | — | http://www.nws.noaa.gov/om/marine/home.htm |
| National Data Buoy Center | — | http://www.ndbc.noaa.gov/ |
| NowCoast web portal for coastal conditions | — | http://www.nowcoast.noaa.gov/ |
| National Weather Service | — | http://www.weather.gov/ |
| National Hurricane Center | — | http://www.nhc.noaa.gov/ |
| Pacific Tsunami Warning Center | — | http://ptwc.weather.gov/ |
| Contact Us | — | http://www.nauticalcharts.noaa.gov/staff/contact.htm |



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NOAA's Office of Coast Survey



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